



FREDERICK COUNTY PLANNING COMMISSION

November 18, 2015

TITLE: Autumn Woods, Section 1, Lots 2-4

FILE NUMBER: M-2128, AP 12535 (APFO N/A, FRO N/A)

REQUEST: Driveway Entrance Spacing Modification

The Applicant is requesting a modification to allow two new driveways that do not meet the minimum separation distances from existing driveways that are required for Staff level approval.

PROJECT INFORMATION:

ADDRESS/LOCATION: Located on the east side of Woodville Road and the south side of Peddicord Road, near the intersection.
TAX MAP/PARCEL: Map 71, Parcel 191
COMP. PLAN: Agricultural/Rural
ZONING: Agricultural
PLANNING REGION: New Market
WATER/SEWER: No Planned Service

APPLICANT/REPRESENTATIVES:

APPLICANT: Victoria Shaw
OWNER: Victoria Shaw
SURVEYOR/ENGINEER: Vanmar Associates, Inc.
ARCHITECT: N/A
ATTORNEY: N/A

STAFF: Mike Wilkins

RECOMMENDATION: Conditional Approval

ATTACHMENTS:

EXHIBIT 1- Combined Preliminary/Final Plat
EXHIBIT 2- FcPc Entrance Spacing Policy Tables 1 and 4
EXHIBIT 3- Applicant's justification letter

STAFF REPORT

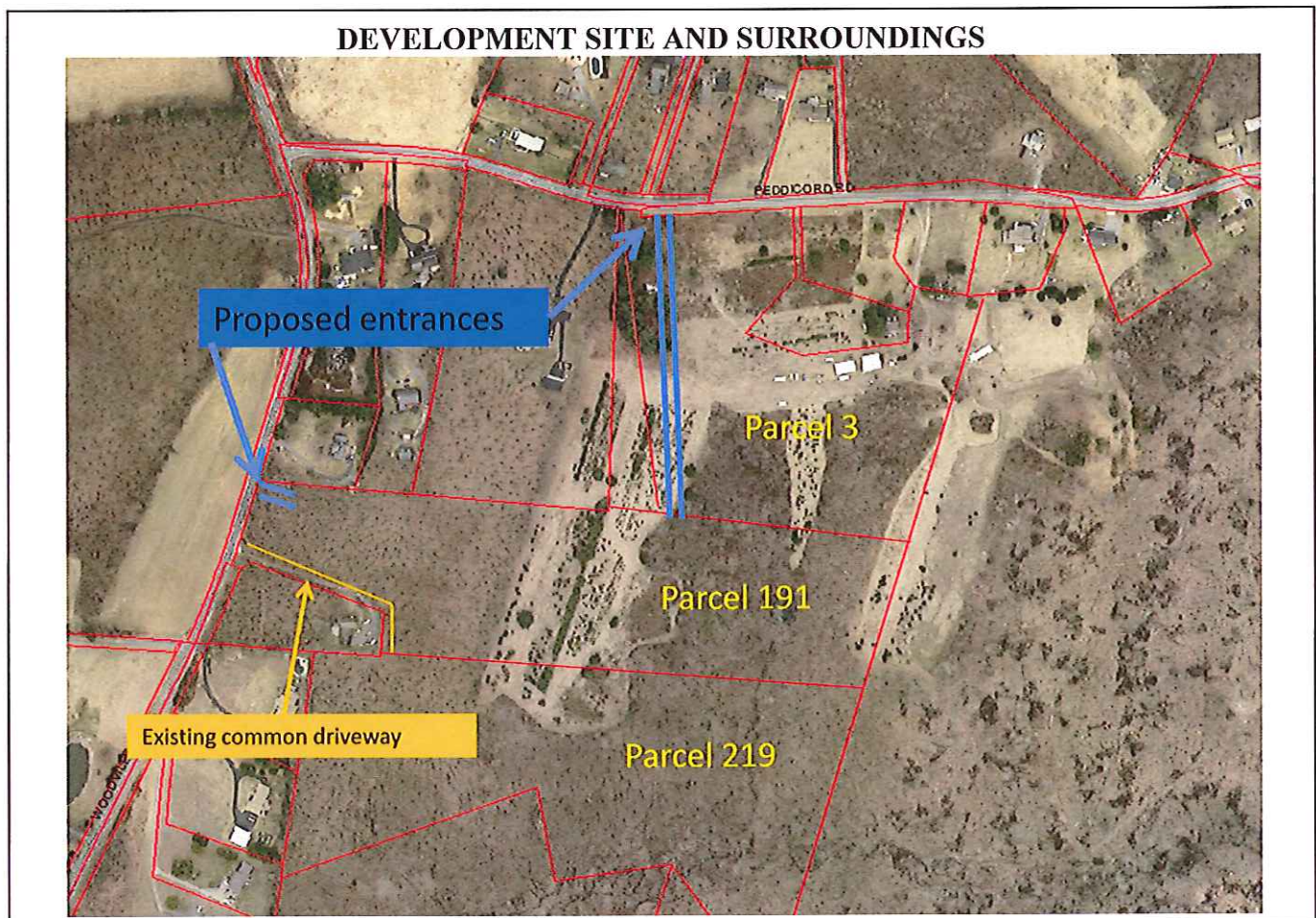
ISSUE

The Applicant is requesting a modification to the Entrance Spacing Policy to allow two new driveways that do not meet the minimum separation distances from existing driveways that is required for a Staff level approval.

BACKGROUND

The Applicant is proposing to subdivide the existing 14.67 acre parcel 191 into 2 new lots and a remainder lot. The plat also proposes adding several areas to and from other parcels. The minor subdivision of the two lots and the adding of land to and from the various parcels is a Staff-level review and approval in accordance with the Subdivision Regulations. The portion of the proposed plat that is before the Planning Commission for review and decision is the request for a modification to established policy for the distance between driveway access points for new residential lots.

In 2002 the Frederick County Planning Commission adopted a Driveway Entrance Spacing Policy. This policy was amended in 2004. The purpose of this policy is to limit the number of new entrances on public roads, to provide for a minimum separation distance between driveways, and therefore limit the number of locations along public roads where vehicles would be pulling out into traffic, slowing down to turn into the driveways, and to otherwise provide safer locations for ingress and egress.



ANALYSIS

The proposed common driveway entrance off Woodville Road will serve proposed Lots 2 and 3. Woodville Road is a collector status roadway that requires an FcPc modification when less than 150 feet separates a new common entrance from the nearest existing residential entrance (see first entry in Table 4 of Exhibit 2). The proposed entrance location is 139 feet from the nearest existing driveway to the north and 150 feet from the existing common driveway to the south. The Applicant owns the existing common driveway to the south (currently serving existing Lot 1, Autumn Woods subdivision) and could utilize this driveway for Lots 2, 3, and Remainder. However, the Applicant proposes to add this portion of her property to the adjoining Lazarewicz property (Parcel 219) to provide road frontage and access to this otherwise landlocked parcel.

The proposed new entrance location exceeds the minimum sight distance requirement, has been reviewed by the Development Review Transportation Engineer, and exceeds minimum sight distance requirements for a safe location for ingress/egress safe location for ingress/egress.



2. Peddicord Road Access

The proposed driveway access off Peddicord Road will serve the Remainder lot (Lot 4), Parcel 3, and Parcel 199. The Applicant proposes to add a 20 foot wide panhandle from the adjoining Parcel 3 to the Remainder lot to serve as the proposed common driveway. Peddicord Road is a local status roadway that requires an FcPc modification when less than 75 feet separates a new common entrance from the nearest existing residential entrance (see first entry in Table 1 of Exhibit 2). The proposed entrance location is 60 feet from the nearest existing driveway to the west and 100 feet from the existing common driveway to the east.

The only alternative access is to build a driveway through Lot 3 (which could be problematic with the proposed well location and small building envelope) or to utilize the existing common drive that is to be added to Lazarewicz property (which will result in restricting the number of lots proposed on the Lazarewicz property).

The proposed access point on Peddicord Road exceeds the minimum sight distance requirement, has been reviewed by the Development Review Transportation Engineer, and exceeds minimum sight distance requirements for a safe location for ingress/egress a safe location for ingress/egress.

RECOMMENDATION

Staff has no objection to conditional approval of the two entrance spacing modifications.

Should the FcPc grant approval of this application (M-2128, AP 12535), Staff recommends that the following items be added as conditions to the approval:

1. The Applicant shall comply with all Staff and agency comments through the completion of the plan.

PLANNING COMMISSION ACTION

MOTION TO APPROVE

I move that the Planning Commission **APPROVE the entrance spacing modifications associated with M-2128 (AP 12535) with conditions** as listed in the staff report for the Autumn Woods project based on the findings and conclusions of the staff report and the testimony, exhibits, and documentary evidence produced at the public meeting.

Original FcPc Approved Policy - March 13, 2002
(and FcPc Approved Changes on October 20, 2004)

Table 1

LOCAL Street Rural Character *All local streets in existence prior to 1974, and not approved thru subdivision review process*

Examples: Blacks Mill, Chestnut Grove, Prices Distillery, Cap Stine, Basford & Lime Plant Roads
Driveway Access Permitted

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
Residential Driveway	Residential Driveway	32- 99' Single 32- 74' Common	100 -299' Single 75 -199' Common	300' Single 200' Common
Residential Driveway	Commercial Driveway	50-224' Single 50-124' Common	225-299' Single 125-199' Common	300' Single 200' Common
Residential Driveway	Public Street (Near-curb line)	66-224' Single 66-124' Common	225-299' Single 125-199' Common	300' Single 200' Common
Commercial Driveway	Commercial Driveway			
Commercial Driveway	Public Street (Near-curb line)	75-174'	175-224'	225'+
Local Street	Local Street			
Local Street	Collector Street	125-199'	200-249'	250'+
Local Street	Arterial Street			
[^] Collector Street	Collector Street			
[^] Collector Street	(Minor or Major) Arterial Street	175-274'	275-349'	350'+
[^] Minor Arterial Street	(Minor or Major) Arterial Street	250-374'	375-499'	500'+
[^] Median-Break for Driveways	Median-Break for Driveways			
[^] Median-Break for Driveways	Public Street (Near-curb line)	Try 'a' first, Then use 125-199'	Try 'a' first, then use 200-299'	300'+

* All values are measured from centerline, unless otherwise expressed.

[^] These types of entrance situations on "Local - Rural" classified roads would not normally exist.

a) Medians should be judiciously used: they are **not** recommended so as to afford optimum property access. However, in the event that Staff approves medians, then the minimum C/L-to-C/L separation is recommended to be 200'.

b) The minimum median break width "w" is recommended to be: 20' + width of travel way of the street.

Original FcPc Approved Policy - March 13, 2002
(and FcPc Approved Changes on October 20, 2004)

Table 4

COLLECTOR Street **Rural** Character Examples: Mountville Rd. outside of
Adamstown Growth Limit Line (GLL), Coppermine Rd. outside Woodsboro GLL

Driveway Access Permitted

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
<i>Single Entrances Not Encouraged</i>				
Residential Driveway	Residential Driveway	Common 100- 149' Single 100 – 249'	Common 150' - 349' Single 250'+	Common Entrance + 350'
Residential Driveway	Commercial Driveway			
Residential Driveway	Public Street (Near-curb line)			
Commercial Driveway	Commercial Driveway	125-199'	200-349'	350'
Commercial Driveway	Public Street (Near-curb line)			
Egress of Rt-in / Rt-out access (median condition)	Next street downstream	125-174'	175-224'	225'+
Local Street	Local Street	150-299'	300-449'	500'+
Local Street	Collector Street			
Local Street	Arterial Street			
Collector Street	Collector Street	200-324'	325-449'	500'+
Collector Street	(Minor or Major) Arterial Street			
Minor Arterial Street	(Minor or Major) Arterial Street	350-449'	500-749'	750'+
Median-Break for Driveways	Median-Break for Driveways	Try 'a' first, then use 200' min.	No Median Access	No Median Access
Median-Break for Driveways	Public Street (Near-curb line)			

*All values are measured from centerline, unless otherwise expressed.

- a) Medians are often not constructed for this condition. However, in the event that medians or "monumented" entrance medians exist or are planned, then the minimum C/L-to-C/L separation is recommended to be 200'.
- b) The median break width "w" is recommended to be 20' + width of travel way of the intersecting driveway/street.

AUTUMN WOODS LOTS 2-4, SECTION 1

ENTRANCE SPACING MODIFICATION REQUESTS

April 22, 2015

INTRODUCTION

Entrance Spacing may be modified if the design meets one of the following justifications:

1. **Environmental Features:** Are there environmental features that are worthy of preservation requiring modified entrance spacing?
2. **Cultural/Historic Features:** are there cultural or historic features that are worthy of preservation requiring modified entrance spacing?
3. **Existing Features/Conditions:** Are there existing conditions that are beyond the control of the Applicant to mitigate requiring modified entrance spacing?
4. **Reduction of Potential Conflict Points:** Does the design reduce the overall number of entrances (potential conflict points) by combining entrances requiring modified entrance spacing?
5. **Sight-distance Improvement:** Can substantially better sight-distance be achieved requiring modified entrance spacing?
6. **Better Site Access:** Are their field conditions that suggest that a substantially better access to a site can be achieved at a specific location requiring modified entrance spacing?
7. **Smart-Growth Planning Goals:** Can planning goals of clustered land-use or "Smart-Growth" designs be substantially facilitated by requiring modified entrance spacing?

DRIVEWAY ENTRANCE – WOODVILLE ROAD

Woodville Road is classified as a Collector Road – Rural Character. A Common Driveway Entrance is proposed for Lots 2 – 3. Lot 3 is a pipe stem lot that will be located behind Lot 2. The proposed driveway would be located 150 feet from an existing driveway that will be a Common Driveway and 139 feet from an existing single residential driveway.

The placement of the driveway as noted above is justified based on the following:

Existing Features/Conditions – Proposed Lots 2 and 3 are being developed from an existing parcel with roadway frontage on Woodville Road. The driveway spacing between the existing Common Entrance and the proposed Common Entrance is 150 feet. The new Lot 2 – 3 Common Driveway has been placed the maximum distance achievable from the existing Common Driveway. This location results in the driveway be 139 feet from an existing residential driveway to the east. In addition, the existing 40-foot right-of-way to the south of the proposed common entrance has been reserved for the landlocked Kentucky Oaks Property (AP#12957) and is not available for Lots 2 & 3 driveway access.

AUTUMN WOODS LOTS 2-4, SECTION 1

ENTRANCE SPACING MODIFICATION REQUESTS

April 22, 2015

Reduction of Potential Conflict Points – The location of the new Lot 2 – 3 Common Driveway combines potentially two single residential driveways into one Common Driveway and spaces the proposed driveway approximately even/equal between the two existing driveways.

DRIVEWAY ENTRANCE – PEDDICORD ROAD

A single entrance/driveway is proposed for access to Lot 4 from Peddicord Road. Peddicord Road is classified as a Local Road – Rural Character. There are multiple existing single family residential driveways with a spacing of 60 and 100 feet across the street from the proposed driveway. The proposed driveway would be located directly across the road from one of the existing residential driveway. In addition on the same side of the street, there is an existing driveway approximately 130 feet to the west of the proposed driveway.

The placement of the driveway as noted above is justified based on the following:

Reduction of Potential Conflict Points – The location of the new Lot 4 Driveway is located directly across the road from an existing driveway. Aligning the driveway at this location eliminates a potential conflict point by not placing a driveway in a new location that is separate from other existing driveways.

SUMMARY

Approval of the Entrance Space Modification of the proposed driveway entrances is justified based on meeting the justification criteria for ***Existing Features/Conditions and Reduction of Potential Conflict Points***.